**Entry of Private Airlines in International Sector**

1903. SHRI SK. KHABIR UDDIN AHMED:
SHRI GIREESH KUMAR SANGHI:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have cleared the proposal of allowing private airlines to fly foreign skies;

(b) if so, the rationale behind such a move; and

(c) whether it will affect the income/business of State Carriers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Government has presently permitted private airlines to operate to SAARC countries against unutilized entitlements of the Indian side subject to the provision for designation of multiple airlines in the respective Air Services Agreement;

(b) This has enhanced connectivity with the neighbouring countries besides having a beneficial impact on trade, commerce and tourism;

(c) As the private airlines have been allowed to operate to SAARC countries against the unutilized entitlements of the Indian side, no adverse impact on our national carriers is envisaged because of this decision.

**Discounted Fares on Goa-London Sector**

1904. SHRI RAJU PARMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware that a large number of private international carriers are flying to Goa from London and other European countries during this season;

(b) whether Government are also aware that these private airlines are offering Goa-London return fare at about Rs. 16,000/- per passenger; and

(c) if so, what steps Government propose to take to match this fare on Air India's flight to London and Europe?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Designated British carriers are not

presently having access to Goa for operation of scheduled services. However, inclusive tour charter flights are permitted to Goa under the existing Inclusive Tour Package (ITP) charter guidelines. The cost for such package tours is inclusive of both land segment (comprising of hotel and transportation charges) and air segment (comprising of to and fro air fare).

(c) Does not arise in view of the above. In fact, all scheduled airlines operating on international sectors are free to apply tariff of their choice. Air India has also established appropriate fares taking into account market dynamics and competition. They keep constant vigil on market fuletuations in order to react suitably.

**Commercial use of Safdarjung Airport**

1905. SHRI RAVULA CHANDRA SEKAR REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to use Safdarjung Airport for commercial activities;

(b) if so, whether it would tamper with the heritage status of the area;

(c) whether it is a fact that in the past too, various such plans of commercialisation have been shelved in view of the opposition from various agencies;

(d) if so, whether Government have explored to develop this piece of land into a horticulture park or use for ballooning carnivals, micro light tourist flights or as National Air Museum; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Safdarjung Airport is being used for VVIP, VIP flights and other aviation activities. At present, Government has no plan to use land at this airport for commercial activities.

(b) Does not arise.

(c) In the past, various agencies had suggested proposals such as international level Convention cum Exhibition Centre, Heritage Cenre, National Aviation Museum etc. there were no tangible outcome.